1. The supplemental oxygen requirements for passengers when a flight is operated at FL250 is dependent upon the airplane’s ability to make an emergency descent to a flight altitude of
   1. 10,000 feet within 4 minutes.
   2. 14,000 feet within 4 minutes.
   3. 12,000 feet within 4 minutes or at a minimum rate of 2,500 ft/min, whichever is quicker.
2. An airplane operated by a flag air carrier operator flying over uninhabited terrain must carry which emergency equipment?
   1. Suitable pyrotechnic signaling devices.
   2. Colored smoke flares and a signal mirror.
   3. Survival kit for each passenger.
3. The training required by flight crewmembers who have not qualified and served in the same capacity on another airplane of the same group (e.g., turbojet powered) is
   1. Upgrade training.
   2. Transition training.
   3. Initial training.
4. The training required for crewmembers or dispatchers who have been qualified and served in the same capacity on other airplanes of the same group is
   1. Difference training.
   2. Transition training.
   3. Upgrade training.
5. If a flight crewmember completes a required annual flight check in December 1987 and the required annual recurrent flight check in January 1989, the latter check is considered to have been taken in
   1. November 1988.
   2. December 1988.
   3. January 1989.
6. How often must a crewmember actually operate the airplane emergency equipment, after initial training? Once every
   1. 6 calendar months.
   2. 12 calendar months.
   3. 24 calendar months.
7. A person whose duties include the handling or carriage of dangerous articles and/or magnetized materials must have satisfactorily completed an established and approved training program within the preceding
   1. 24 calendar months.
   2. 12 calendar months.
   3. 6 calendar months.
8. A pilot flight crewmember, other than pilot in command, must have received a proficiency check or line-oriented simulator training within the preceding
   1. 6 calendar months.
   2. 12 calendar months.
   3. 24 calendar months.
9. A pilot in command must complete a proficiency check or simulator training within the preceding
   1. 6 calendar months.
   2. 12 calendar months.
   3. 24 calendar months.
10. Duty and rest period rules for domestic air carrier operations require that a flight crewmember
    1. Not be assigned to any duty with the air carrier during any required rest period.
    2. Not be on duty aloft for more than 100 hours in any 30-day period.
    3. Be relieved of all duty for at least 24 hours during any 7 consecutive days.
11. How does deadhead transportation, going to or from a duty assignment, affect the computation of flight time limits for air carrier flight crewmembers? It is
    1. Considered part of the rest period if the flightcrew includes more than two pilots.
    2. Considered part of the rest period for flight engineers and navigators.
    3. Not considered to be part of a rest period.
12. Which requirement applies to emergency equipment (fire extinguishers, megaphones, first-aid kits, and crash ax) installed in an air carrier airplane?
    1. All emergency equipment must be readily accessible to the passengers.
    2. Emergency equipment cannot be located in a compartment or area where it is not immediately visible to a flight attendant in the passenger compartment.
    3. Emergency equipment must be clearly identified and clearly marked to indicate its method of operation.
13. The person jointly responsible for the initiation, continuation, diversion, and termination of a supplemental air carrier or commercial operator flight are the
    1. Pilot in command and chief pilot.
    2. Pilot in command and director of operations.
    3. Pilot in command and the flight follower.
14. The certificated air carrier and operators who must attach to, or include on, the flight release form the name of each flight crewmember, flight attendant, and designated pilot in command are
    1. Supplemental and commercial
    2. Supplemental and domestic
    3. Flag and commercial
15. A domestic or flag air carrier shall keep copies of the flight plans, dispatch releases, and load manifests for at least
    1. 3 months
    2. 6 months
    3. 30 days